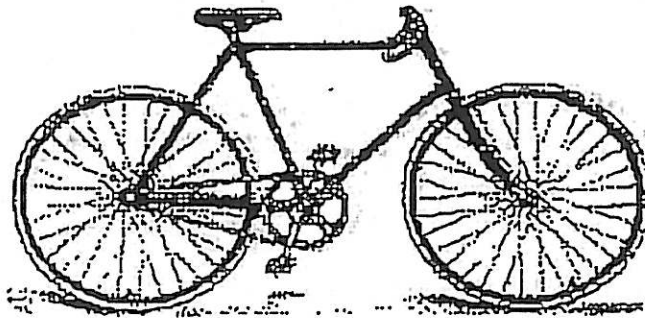


City of Mountain View

BICYCLE PARKING GUIDELINES



Excerpt from Appendix C of the
Mountain View Bicycle Transportation Plan

July 30, 1996



MOUNTAIN VIEW CITY CODE – CHAPTER A36, ZONING

BICYCLE PARKING STANDARDS A36.37.100

A36.37.100 - Bicycle Parking Standards

Bicycle parking facilities shall be provided in compliance with this Section and the *Bicycle Parking Guidelines* provided by the Department.

A. Classification of bicycle parking facilities:

1. **Class I facilities.** Intended for long-term parking (e.g., for employees); protects against theft of entire bicycle and of its components and accessories. The facility shall also protect the bicycles from inclement weather, including wind-driven rain. Three design alternatives for Class I facilities are as follows:
 - a. **Bicycle locker.** A fully enclosed, weather-resistant space accessible only by the owner or operator of the bicycle. Bicycle lockers may be premanufactured or designed for individual sites. All bicycle lockers shall be fitted with key locking mechanisms. This is the preferred Class I facility;
 - b. **Restricted access.** Class III bicycle parking facilities located within an interior locked room or locked enclosure accessible by key only to the owners or operators of the bicycles parked within. The maximum capacity of each restricted room or enclosure shall be 10 bicycles; and
 - c. **Enclosed cages.** An exterior enclosure for individual bicycles, where contents are visible from the sides but the top is covered, and which can be securely locked by a user-provided lock. This type of facility is only to be used for retail and service uses and multiple-family development.

Class I facilities other than lockers, restricted access rooms or enclosed cages, but providing the same level of security, may be approved by the Zoning Administrator. A written building management policy of permitting bicycles to be stored in private offices or multi-family dwellings (including apartments, townhomes and condominiums), or in designated areas within the structure where adequate security is provided, may be approved by the Zoning Administrator as an alternative to Class I facilities.

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BICYCLE PARKING STANDARDS

A36.37.100.A

2. **Class II and Class III facilities.** Intended for short term parking (e.g., for shoppers, visitors). A stationary object to which the user can lock the frame and both wheels. Should be protected from weather whenever possible. The Zoning Administrator may require either a Class II or Class III facility depending on where the facilities are to be located.
 - a. Class II facilities are designed so that the lock is protected from physical assault and therefore the facility need not be within constant visual range. A Class II rack shall accept padlocks and high security U-shaped locks.
 - b. Class III facilities are less secure and therefore shall be within constant visual range of persons within the adjacent structure or located in well-traveled pedestrian areas.

B. Bicycle parking design standards:

1. Class I(b), Class II and Class III facilities shall provide at least a 24-inch clearance from the centerline of each adjacent bicycle, and at least 18 inches from walls or other obstructions;
2. An aisle or other space shall be provided for bicycles to enter and leave the facility. This aisle shall have a width of at least five feet to the front or the rear of a standard 6-foot bicycle parked in the facility;
3. Class I facilities at employment sites shall be located near the structure entrances used by employees;
4. Class II or Class III facilities intended for customers or visitors shall be located near the main structure used by the public;
5. Paving of bicycle parking areas is required;
6. Convenient access to bicycle parking facilities shall be provided. Where access is via a sidewalk or pathway, curb ramps shall be installed where appropriate;
7. Lighting shall be provided in all bicycle parking areas. In both exterior and interior locations, lighting of not less than one foot-candle of illumination at ground level shall be provided; and

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A36.37.100.B

8. The Zoning Administrator shall have the authority to review the design of all bicycle parking facilities required by this Section with respect to safety, security and convenience. The Zoning Administrator shall consider the *Bicycle Parking Guidelines* in determining the type, location and design of bicycle parking facilities.

C. Number and type of bicycle spaces required. The following standards shall apply:

1. **Number of bicycle parking spaces.** The number of bicycle parking spaces required is determined by Section 36.37.040 (Number of Parking Spaces Required); and
2. **Class of bicycle parking spaces.** The Zoning Administrator may require that a certain percentage of the spaces be Class I, Class II, or Class III depending on the potential users. The Zoning Administrator shall use the *Bicycle Parking Guidelines* in determining the appropriate proportions of each class.

- D. Showers and changing room standards.** Two employee shower and changing room facilities, one each for male and female employees, shall be provided for any new structure constructed or for any addition to or enlargement of, any existing structure requiring over 200 employee parking spaces. This requirement is applicable to industrial, research and development, corporate office and similar high employment businesses. The floor area used for shower and changing rooms shall be not be included in the calculations for floor area ratio limits.

A36.37.110- Nonconforming Parking Areas

Any automobile or bicycle parking facilities lawfully existing on the effective date of this Ordinance shall be "grandfathered" and may continue pursuant to Sec. A36.28, "Continuing existing uses," of the Zoning Chapter of the Mountain View Municipal Code except that parking required for additions and expansions of existing buildings and changes in land use shall comply with all provisions of this Article."

MJP/2/CDD/ZONORDREWRITE
36.37-ParkingStds-05-28-02^

Bicycle Parking Guidelines

Adopted July 30, 1993

Design and Location

1. Bicycle parking facilities and access aisles should be designed such that columns, walls, or other obstructions do not interfere with normal bicycle parking maneuvers and with parked bicycles.
2. Parking facilities should support bicycles in a stable position without damage to wheels, frame, paint, or components.
3. Bicycle and vehicle parking areas should be separated by a physical barrier or sufficient distance to protect parked bicycles from damage by vehicles.
4. Where bicycle parking areas are not clearly visible to approaching bicyclists, signs should be posted to direct cyclists to the facilities.
5. Class I facilities should be identified by a sign of a minimum of twelve inches by twelve inches in size to identify the area for bicycle parking and to give the name, phone number or location of the person in charge of the facility.
6. Where Class I parking required by this chapter is provided by restricted access parking, the sign should state that the bicycle enclosure shall be kept locked at all times.
7. In multiple-family developments, the Class I bicycle parking and required storage area for each dwelling unit may be combined into one locked multi-use storage facility provided that the total space requirement shall be the sum of the requirements for each use computed separately.
8. In multiple-family residential development, a common locked garage area with Class II bicycle parking facilities shall be deemed a restricted access facility provided the garage is accessible only to residents of the units using the garage.
9. For individual uses in the Downtown Parking Assessment District, the City may choose to fulfill requirements for bicycle parking facilities by providing spaces within District parking lots and garages and in other public areas.

10. For uses fronting on Castro Street (both within and outside the Downtown Parking Assessment District), the City may choose to provide the short-term bicycle parking facilities in order to provide consistency in type and location of bike racks throughout the downtown. The City has selected a Class III rack for use in the downtown area.
11. Class I facilities shall generally have key locking mechanisms and sturdy construction that will accept a least a three-eighths inch diameter padlock.

Class of Facilities

1. A combination of long-term (Class I) and short-term (Class II/III) facilities should be provided. The following table lists the recommended proportions of Class I and Class II/III facilities for each land use.
2. When Class II/III is listed, either one may be used, unless the bike parking is not within constant visual range from buildings or passers-by. In the latter case, Class II must be used because it provides a higher level of security.

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Animal Care Facilities	80% - I 20% - II/III
Auto Sales	20% - I 80% - II/III
Banks, Financial Services	40% - I 60% - II-III
Business and Professional Offices	80% - I 20% - II/III
Business & Trade Schools	50% - I 50% - II/ III
Community Facilities (swim, tennis clubs, golf course, community center)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Convalescent Facilities	20% - I 80% - II/III
Churches	20% - I 80% - II/III
Child Care Facilities, Residential Care Homes	100% - II/III

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Commercial Recreation (bowling alleys, skating rinks, video arcades)	20% - I 80% - II/III or as adjusted by the Zoning Administrator
Hospitals	60% - I 40% - II/III
Hotels	40% - I 60% - II/III
Manufacturing	80% - I 20% - II/III
Medical and Dental Offices	60% - I 40% - II/III
Mortuaries	100% - II/III
Multiple-family Residential Guest Parking	100% - I 100% - III
Personal services	100% - I
Private Clubs, Lodges, Fraternal Organizations	20% - I 80% II/III

Type of Required Bike Parking

Land Use	Bicycle Parking Requirement (Class)
Restaurants	40% - I 60% - II/III
Research and Development	80% - I 20% - II-III
Retail	20% - I 80% - II/III
Schools and Educational Facilities	100% II/III
Shopping center	40% - I 60%- II/III
Warehousing, Wholesale Establishments	80% - I 20% - II/III

Note: When both Class II and III are listed, either one may be used unless the bike parking is not within constant visual range from buildings or in well-traveled pedestrian areas, in which case Class II must be used.

